

BE AWARE!

Inset A: Since its opening, Twy R, the parallel taxiway to Rwy 12L, has been confused for the runway on several occasions. The taxiway has curved ends and does not have runway markings or lighting!



Rwy 12L and Twy R seen from above



On approach to Rwy 12L.. or is it Twy R?

Airport Operations: (210) 207-3450
Air Traffic Control: (210) 805-5507
ASOS: (210) 829-4782

Hours of Operation: 24/7
Latitude: 29° 32.02' N
Longitude: 98° 28.18' W
Elevation: 809 feet.
Variation: 8° East
Control Tower: Yes
ARTCC: Houston Center
FSS: San Angelo FSS
NOTAM Facility: SAT
Wind Indicator: Lighted
Beacon: White-Green
Fire and Rescue: ARFF index C
Airline Operations: Yes
Customs: Yes

UNICOM: 122.95
ATIS: 118.9
Ground: 121.9, 348.6
Tower: 119.8, 257.8
Clearance Delivery: 126.7
Approach Control:
118.05, 353.5 (141°–270°)
124.45, 392.1 (360°–90°)
125.1, 307.0 (271°–359°)
128.05, 318.1 (91°–140°)
125.7, 127.1, 251.125, 381.4

Emergency: 121.5, 243.0

FAA Regional Contact: (817) 222-5045

Airport Incursion Information



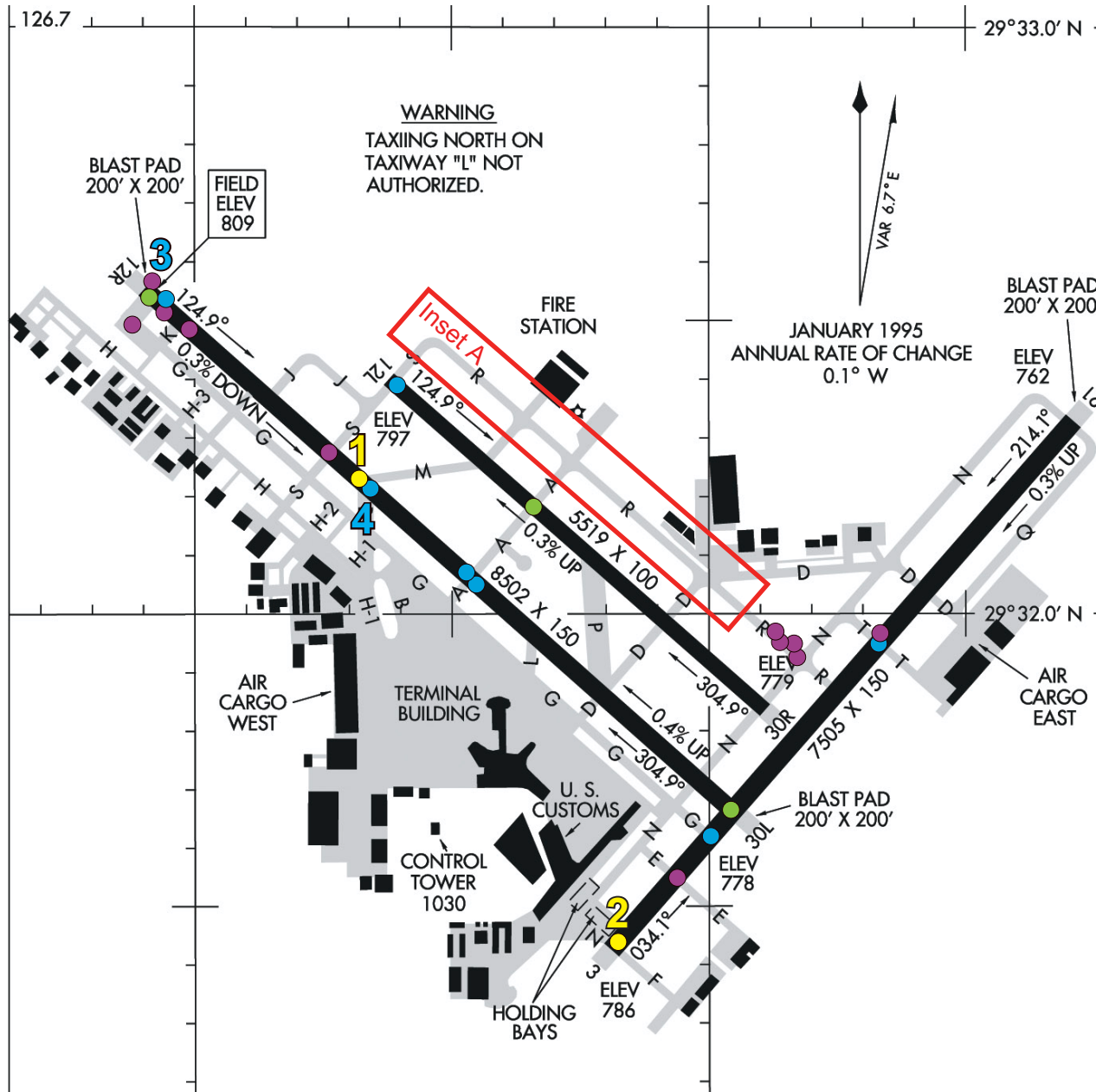
San Antonio International Airport (SAT)



September 2002

Federal Aviation Administration
Southwest Region Runway Safety Program
<http://www.faarsp.gov/asw/>

HIGH ALERT INTERSECTIONS



1. A runway maintenance vehicle crossed the hold short line for Rwy 12R at Twy M, but stopped short of the runway, conflicting with a departing 737. The closest proximity was about 75 feet as the 737 passed Twy M.
2. A Cessna 152 made an unauthorized touch-and-go on Rwy 3, conflicting with a departing 727. The closest proximity was about 1000 feet horizontal, 500 feet vertical.
3. A Bellanca Decathlon was cleared to land on Rwy 12L and read back the clearance correctly, but landed on Rwy 12R instead. A 727 on final had to go around.
4. A Piper PA32 Cherokee crossed the hold line for Rwy 12R at Twy B after a Cessna 421 Golden Eagle had been cleared for takeoff on that runway. The Cessna aborted takeoff, closest approach about 500 feet horizontal.

Runway Incursions. (Since 1999)

- Category A
- Category B
- Category C
- Category D
- Surface Incident

Unlabeled incidents can be found on our web page: <http://www.faarsp.org/asw/>